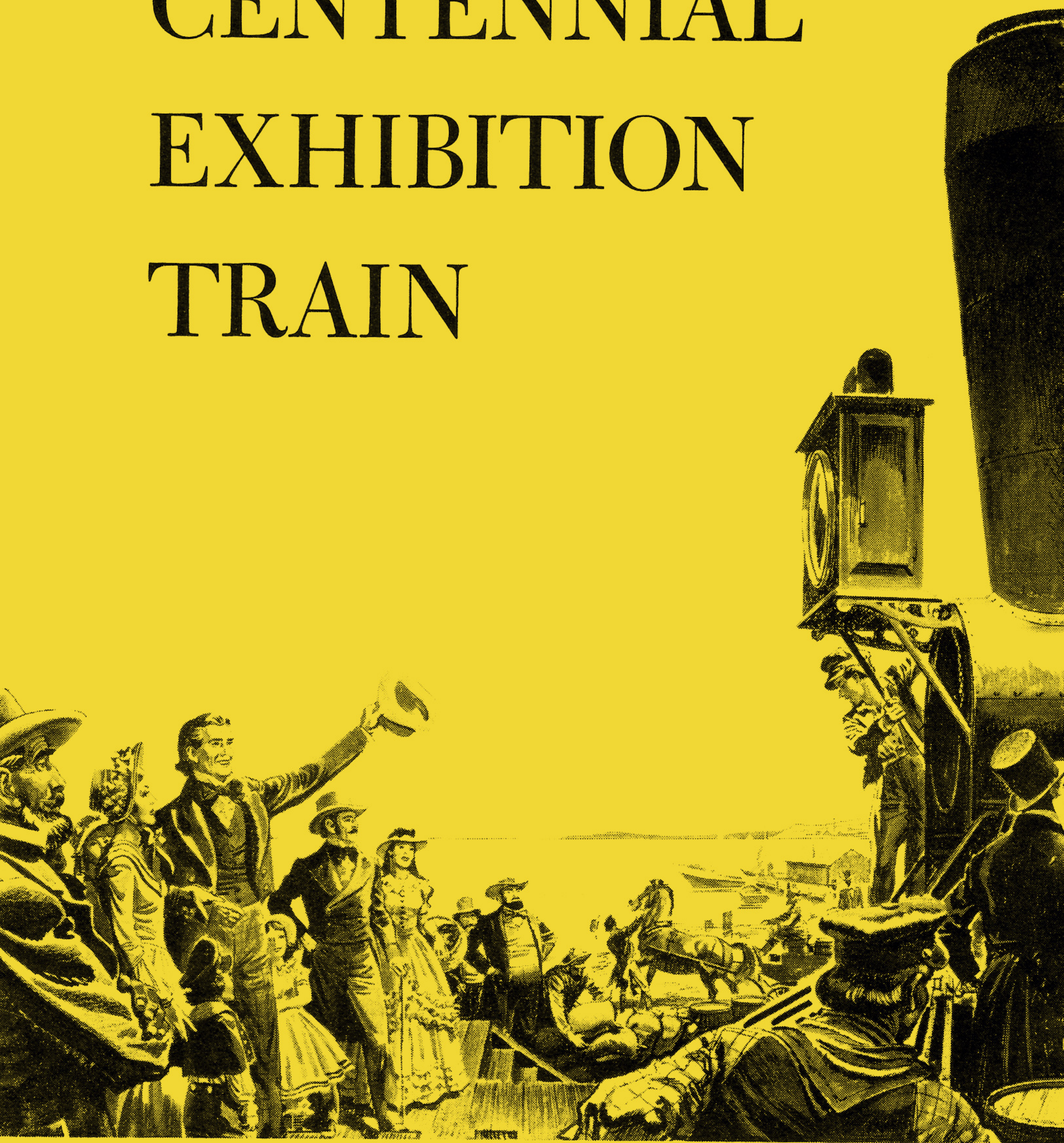


ERIE CENTENNIAL EXHIBITION TRAIN



*Commemorating the Hundredth Anniversary of the
First Railroad to Link the Great Lakes with the Sea*

Description

of Erie Centennial Exhibition Train



DIESEL LOCOMOTIVE

The Erie was one of the earliest users of diesel locomotives and now handles 85% of its train miles with this modern type of motive power.



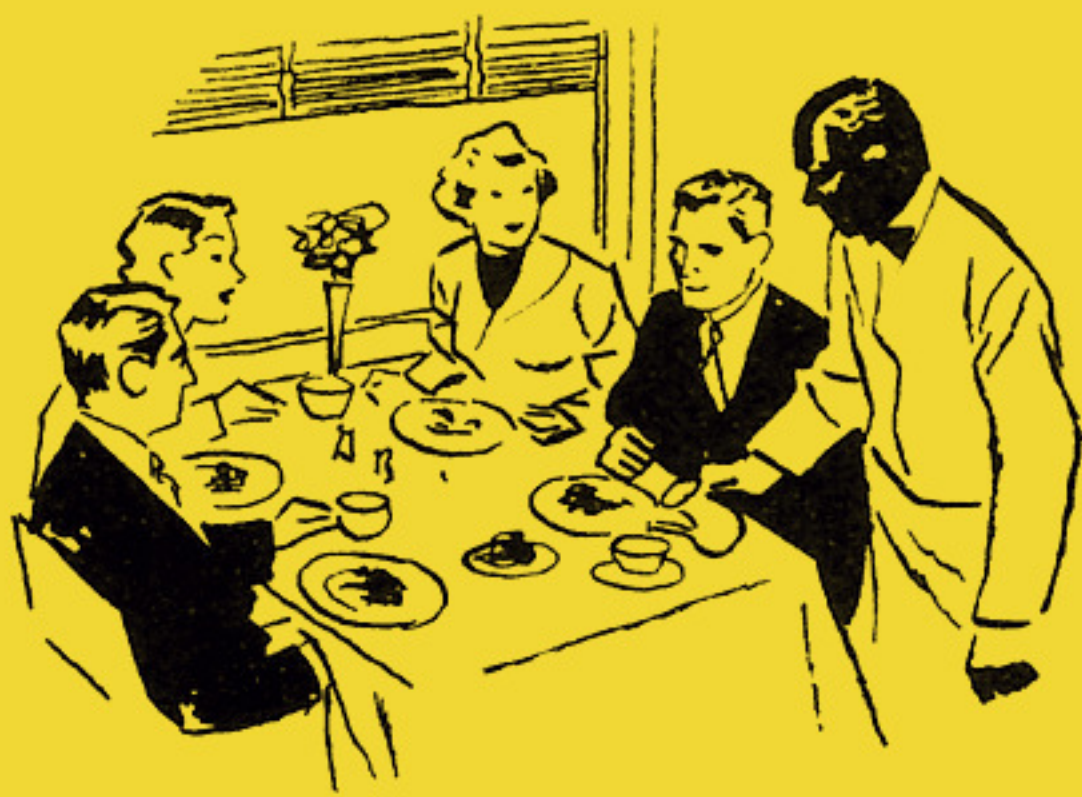
CUTAWAY DIESEL

This "B" unit shows the precision built interior working parts of a powerful 1500 H.P. diesel locomotive as used on Erie passenger and freight trains.



PASSENGER COACH

Modern Erie coaches on all through trains are air-conditioned, have wide-vision windows and adjustable reclining seats for *real* traveling comfort.



ERIE DINER

The Erie diners are famous for their good food and courteous service. Enjoy a snack, a full-course meal and refreshments served in pleasant surroundings.



PULLMAN

Erie offers for your comfort the latest in individual bedroom, roomette, sleeping cars with year 'round air conditioning embodying all the comforts of home.

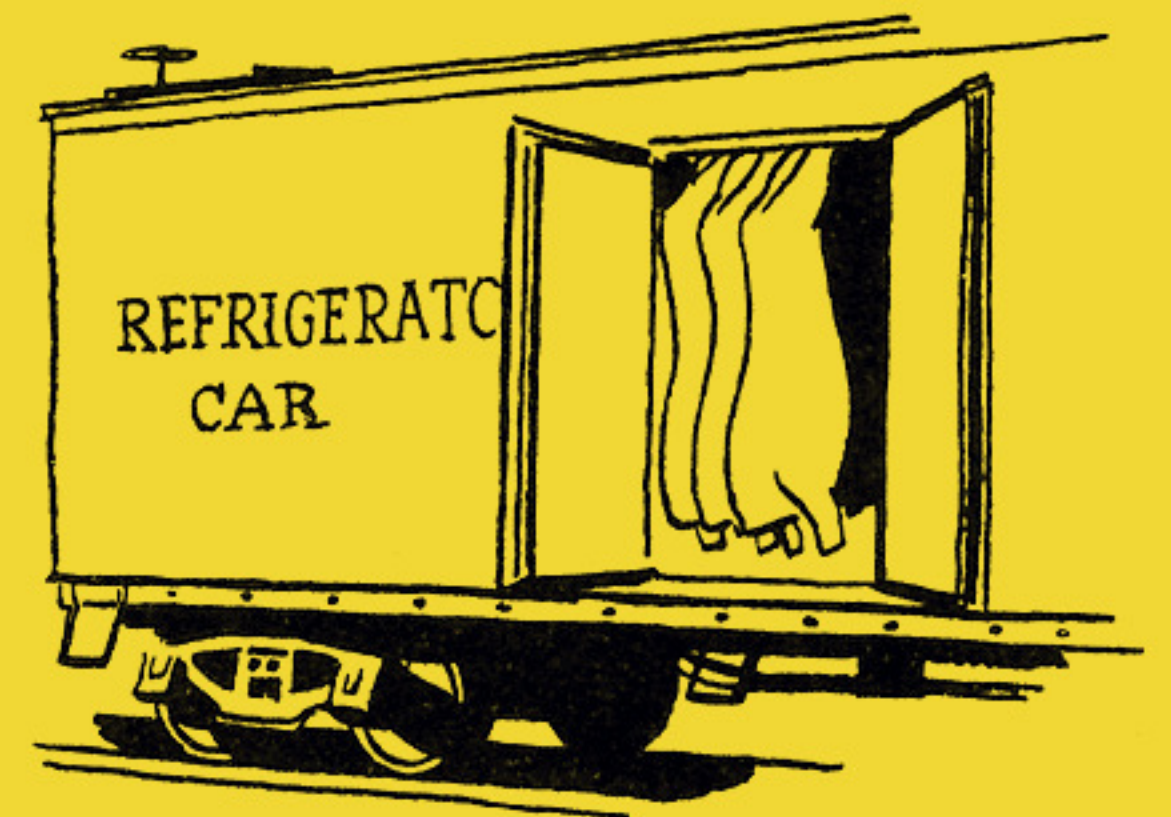
BOXCAR

As a leader in freight handling, the Erie provides shippers with specially equipped freight cars such as this boxcar which demonstrates Erie "economy safe load" device as well as steel bulkheads for maximum protection of shipments.



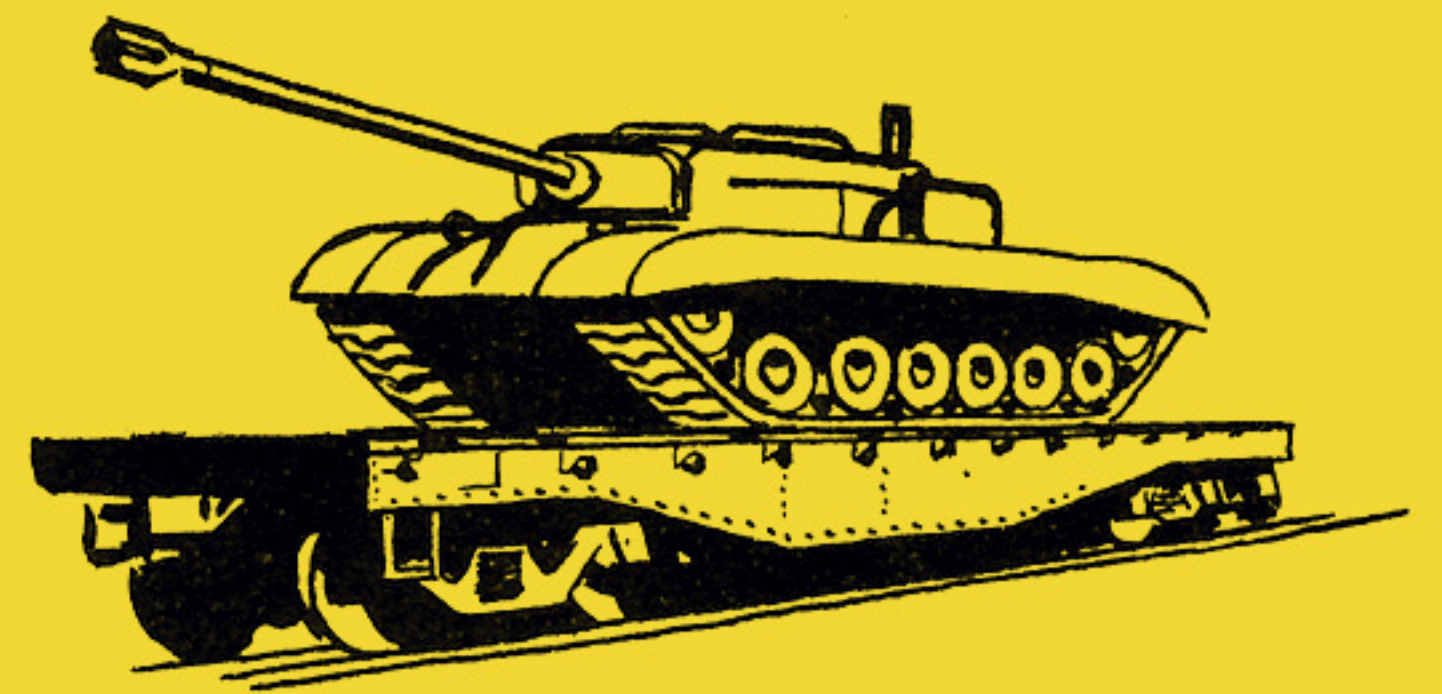
REFRIGERATOR CAR

The Erie is often called the "Route of the Perishables" because it specializes in prompt and dependable handling of fruits, vegetables, meats and other products requiring refrigeration. The Erie handles over 90% of all West Coast fruits shipped into New York City.



HIGH AND WIDE LOADS

The Erie is famous for having the highest and widest clearances of any eastern railroad—that is why so many over-size shipments are routed Erie.



OLD LOCOMOTIVE AND CARS

Great progress has been made in railroading as demonstrated by this old woodburning locomotive, baggage car and coach of the 1850's, the type used on the Erie's inaugural train 100 years ago.



MUSEUM CAR

Many relics and documents of early railroad days, together with modern methods and techniques, dramatically show the progress made in railroading over the years.



RADIO CABOOSE

The Erie has the most extensive and complete radio-telephone system in America which provides direct contact between engineer and conductor of the train crews and wayside stations.



The Modern Erie

THE progressive and courageous pioneering spirit of the Erie Railroad is more evident today than ever to those living in the many communities served by the railroad.

As a matter of statistics, the Erie operates 2245 miles of railroad serving the six key states of the highly industrialized East—New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois. The main line extends from New York (Jersey City) to Chicago with principal branches to Scranton, Pa., Rochester and Buffalo, N. Y., and Cleveland and Dayton, Ohio. The Erie Area, often called “The Heart of Industrial America,” is rich in coal, iron, sand, limestone, salt, gas, oil and industrial products of those resources, along with agricultural produce. It contains more than a third (35 per cent) of the nation’s population and nearly half (45 per cent) of the country’s manufacturing plants.

With faith in the future of the territory it serves and in its constant search to serve the public with safe and dependable transportation, the Erie has spent over \$114,000,000 for new equipment and improvements in the past 10 years.

The Erie has been called “The Railroad that Goes to Sea”. Where its rails end at Jersey City on the west side of the Hudson



Erie's Beginnings

THE origin of one of America's great railroads is an interesting bit of history and demonstrates the important part played by private enterprise in building America.

The New York and Erie Railroad (now the Erie Railroad) was chartered by the New York State legislature April 24, 1832. The road as originally projected was finally completed from Piermont, N. Y. on the Hudson River to Dunkirk, N. Y. on Lake Erie in 1851. It was the longest railroad in the United States—446 miles—and the first to provide a strategic rail connection between the Atlantic Ocean and the Great Lakes. This was the largest enterprise accomplished by private capital in America at that time.

Its economic importance was recognized by President of the United States Millard Fillmore, who, together with members of his cabinet, including the colorful Daniel Webster, Secretary of State, made a two-day inaugural trip over the entire line on May 14 and 15, 1851. This was the official opening of the railroad.

It was tough going to build a railroad in those days for it had to be laid painfully mile by mile with sweat and toil; but courage and hopes were high.

Here was a great example of the spirit that has built America—for daring and doing have made America great. In the sacrifices and struggles of the early pioneers is the oft-repeated story of our country's history of free men working with a vision of progress—in this instance, serving the public need for better transportation.





River, the Erie's "Navy" of 257 boats takes over to deliver passengers to New York City and freight to the many terminals around Manhattan Island for loading export shipments destined for foreign countries all over the world. The Erie fleet consists of ferryboats, tugboats, heated barges, refrigerated barges, carfloats, hoists and lighters, every kind of craft used in harbor operation. Erie's facilities for export and import freight are unsurpassed in New York Harbor.

The Erie is made up of many things—men, money, machines. Today, the Erie has an investment in transportation property of \$470,000,000. It employs over 21,000 people and is owned by 25,000 stockholders. It owns 396 diesel locomotive units, 235 steam locomotives, 662 passenger cars and 24,500 freight cars.

The Erie looks ahead with confidence, with the same progressiveness which made it a pioneer in 1851 and has characterized its growth since that time. As a leader among railroads the Erie stands out as forward looking, progressive and completely loyal to the ideals of serving the public with the best in railroad transportation.

As in the past, the Erie, in the years ahead, will bend its sincere efforts to the job of being a good neighbor and a valued and productive member of the community of which it is proud to be a part. The indomitable spirit of the pioneer builders remains as a guiding force for the Erie men and women of today in their constant aim to provide the best in service—and build a better railroad for the years to come!



Erie Railroad was **FIRST**

The Erie has set many “Firsts” since the historic journey across New York State from the Atlantic seaboard to the Great Lakes in 1851.

The Erie was the first railroad

- . . . in the United States of over 400 miles in length—in 1851.
- . . . to link the Atlantic seaboard and the Great Lakes.
- . . . to transport California fresh fruit to the New York market—1887.
- . . . to ship milk to New York City—1842.
- . . . to use iron rails rolled in America—1847.
- . . . to construct a telegraph line along its right of way—1850.
- . . . to use the telegraph for directing train operations—1851.
- . . . to invent the use of a bell-cord for conductors to signal the engineers—1842.
- . . . to use the ticket punch.
- . . . in 1861, to provide tank cars for movement of petroleum.
- . . . today in freight, providing the highest and widest clearance between Chicago and New York.
- . . . today, in volume of West Coast fruits and vegetables carried to eastern seaboard markets.
- . . . to install a complete and comprehensive train radio communications system over the entire main line—1950.

